



The China Mail.

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CENTRAL.

No. 15,021.

號五十六年一十一百九千一英

HONGKONG, THURSDAY, JUNE 15, 1911.

日九十月五年三統宣

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B. W. TAPPE, Esq.,
District Secretary.
Alexandra Building.

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ADVISORY BOARD, HONGKONG.

Sir Paul Chater, Kt., C.M.G.
T. F. Hough, Esq.,—C. J. Laurent, Esq.
Hongkong, November 18 1909. 1424.

CANTON'S DESPISED NOTES:

A Run on the Bank.

Apparently from the terms of a pro-
clamation there is a "run" being made on
two of the important banks in Canton,
and the Viceroy is afraid that the restless
element in the community will avail
themselves of this opportunity to raise
trouble. He has, therefore, issued a very
severe proclamation and threatened all
sundry with instant death if they endeavour
to foment a riot and are discovered at the
attempt. References are made to the trouble
at Foshan and to the current opposition
to the new spirit taxes, and both are
severely condemned. The two banks in
question are the Imperial Inter-provincial
Bank and the local Official Bank.

Since the conflict between the business
people and the officials respecting the
redemption of the railways of the Province,
it appears that there has been a constant
queue of people at the doors of these banks
waiting to have their notes changed into
silver. These notes cannot be scrutinized
at once and there is necessarily much time
needed to see that everything is correct.
In some cases there has been a slight
tumult among the crowd, because of the
slowness at which the bank is
paying out silver. The Viceroy has, there-
fore, issued this proclamation advising the
people to be patient. It is asserted that
there is money enough for all, only they
must behave themselves. Moreover, they
are to take their place in order, and so
avoid any clamour. Apparently the fear
is cherished that roughs and others, who
are interested in an outbreak, will seize
upon this occasion to stir up the people
and cause trouble.

It is said that in Hongkong at present
the Chinese business people are looking
upon the native bank notes with suspicion
and are declining to take them in exchange
for silver. Why this agitation should have
suddenly sprung up is not explained.
Some suggest that it is owing to the
squabbles over the railways. Others think
that it indicates further troubles in the
Province, and therefore the people do not
want these native notes which would have
no value if there were a serious outbreak,
for they are not guaranteed by the Govern-
ment. In any case it appears that the
local officials in Canton are on the watch,
and will act promptly.

JUST WHAT ITS NAME IMPLIES

CHAMBERLAIN'S Colic, Cholera and
Diarrhoea Remedy is that all its name
implies. There has never been a case re-
ported of cramp, colic, cholera morbus or
dysentery when this remedy was used that
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for the child as for the adult and all danger
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"Hongkong, May 4, 1911." 12

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J. H. TAGGART, Manager.

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Hongkong, February 8, 1908.

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Hongkong, March 1, 1911 29

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Hongkong, September 4, 1909. 1194

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Hongkong, June 1, 1911. 736

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A FIRST-CLASS AND UP-TO-DATE HOTEL.

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Large and airy rooms, luxuriously furnished, Electric Light and Fans through-

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CUISINE UNDER EUROPEAN SUPERVISION.

Ladies' Afternoon Tea Rooms. Special rates for married families on application to

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CHARGES MODERATE.

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Hongkong, November 10, 1909. 1374

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WATCHMAKERS AND JEWELLERS.
Telephone No. 983.
HOTEL MANSIONS.
NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
FALCONER & Co. are Agents for ROSS'S FAMOUS TELESCOPES AND
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SHIP CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL
MERCHANTS, &c., &c., OF FIFTY YEARS STANDING
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.
FRANCISCO TSE YAT, General Manager.
Hongkong, August 12, 1908. 1788

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HAVE JUST RECEIVED NEW SHIPMENTS OF
Drapery, Grocery, Ironmongery, Crockery, Glass and
China Ware, Furniture, Watches & Clocks.
The Cheapness and quality of their Goods have no equal.
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Hongkong, August 15, 1910. 772

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JEWELLERS, WATCHMAKERS AND OPTICIANS.
Always carry a large and varied Stock of
HIGH CLASS JADE AND CHINESE-MADE
JEWELLERY
SOUVENIR-SPOONS.
THE FINEST ASSORTMENT EVER SEEN IN HONGKONG.
Prices right.

Weismann, Limited.

Bakers, Confectioners, Caterers,
Restauranters.

ROAD CENTRAL.
Hongkong, July 20, 1910. 989

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STRONG TARPAILINGS, MOST RELIABLE QUALITIES, FROM
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ALWAYS IN STOCK WITH

SOLE AGENTS:
MELCHERS & CO.,
AND THE PROMINENT SHIPCHANDLERS.

Carbonic Acid in Steel Cylinders and
Aerated Water Machines
ALL ACCESSORIES FOR SAME.

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The Physician's
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Safest and most
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The Universal Remedy for Acidity of the Stomach, Headache,
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"POLYBRILLIANT METAL POMADE"
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Intimations.

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SIMA, OCHI, MUTAH, YO-
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Ltd.
For particulars, apply to
Y. SHIBUYA,
Manager,
No. 2, PRINCE STREET,
HONGKONG.
Hongkong, April 29, 1911. 818

GEO. FENWICK & CO., LTD.
NOTICE is hereby given that the pre-
sented EXTRAORDINARY GENERAL
MEETING of the above-named
Company will be held at the Hongkong
Hotel at 12 Noon on SATURDAY, the
17th day of June, when the following
special resolutions will be submitted:
1. That Geo. Fenwick & Co., Ltd., be
wound up voluntarily.
2. That the partners in the firm of
Messrs Percy Smith, Seth and
Fleming, of Hongkong, be appointed
Liquidators with power for any one
of them to exercise any of the powers
of such Liquidators.
The above Resolutions if passed will
require confirmation at a subsequent
Extraordinary General Meeting.
By Order of the Board of Directors,
JOHN I. ANDREW,
General Manager.
Hongkong, June 9, 1911. 770

CONVOCATION ORGAN RECITAL.
MONDAY, JUNE 12th, at 5.30 P.M.
ST. JOHN'S CATHEDRAL.
Land of Hope and Glory (Coronation
Ode)
Epilogue (Barnes St. George)
By the Cathedral Choir and Philharmonic
Society.
SOLOIST: Mr FRANK ADWIN.
Air and Variations.....Smart
Serenade.....Frank Bridge
Holloway Church Bells.....Wesley.
Hongkong, June 12, 1911. 780

PEAK TRAMWAY COMPANY, LTD.
NOTICE.
ON and after 15th instant the following
additional cars will be run:
WEEK DAYS: 7.15 A.M. 8.15 A.M.
8.15 P.M. 9.15 P.M.
SUNDAYS: 8.10 A.M. 10.00 P.M.
10.00 P.M. 11.00 P.M.
11.00 P.M. 11.30 P.M.
The above service between 7.30 A.M. and
8 A.M. on week days will be every quarter
of an hour instead of every 10 minutes.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, June 2, 1911. 741

THE EQUITABLE LIFE ASSURANCE
SOCIETY OF THE UNITED STATES.
SHEWAN, TOMES & CO.,
GENERAL MANAGERS, HONGKONG.
J. T. HAMILTON, GENERAL MANAGER
FOR THE EAST, TOKYO.
Total Assets Dec. 31, 1910: G. \$494,715,923
"Surplus" 85,069,409
Dividends to Policyholders 1910 10,575,157
Total paid Policyholders 1910 53,439,390
Total Expenses for 1910 10,392,632
Gross earnings from Interest 21,640,528
Gross rate of Income from
Investments 1910 4.43%
Hongkong, May 30, 1911. 727

CHEONG HING.
HAS ALWAYS ON HAND
LARGEST ASSORTMENT OF
CURIOS, PORCELAIN, JADESTONE
AND SILK EMBROIDERIES.
INSPECTION SOLICITED.
HONGKONG, NO. 77, QUEEN'S
ROAD CENTRAL.
Hongkong, October 12, 1910. 1188

THE RICKSHAW STRIKE AT MACAO.

(By Our Own Correspondent.)
Macao, June 12.
MANY ARRESTS.

The rickshaw coolies are at their reprisals
with hammer and tong. The drill near
the San Antonio Church at the close of
the morning service yesterday was brought
on by some coolies having chanced upon a
stone-cutter who had given evidence against
their comrades and who, they would swear,
was anywhere but near the scene when the
trouble occurred. They fell on him tooth
and nail till Lieut. Ribes, who lives within
easy hail, contrived, with the assistance of
the man on that beat, to scare away the
aggressors. The sufferer was removed to
hospital, where he now lies in a precarious
condition. As regards the reported death
of the first victim, the hero of the rickshaw
trouble, it has transpired that the
casualty was set adrift by malice pro-
pense merely to aggravate the situation
and tip the scales of public sympathy in
favour of the rickshawmen.

Armed squads from the Police Corps
were posted yesterday night at the main
cross-ways in San Antonio, San Domingo
and San Agostinho, but the evening passed
off peacefully. This morning the secret
service men arrested a contractor named Ah
Kwan along with his sister, on both of
whom the suspicion fastened of having
been instrumental in fomenting the strike.
Both parties denied the charge and begged
of Judge Pessanha to be granted release on
bail. It was not till 6.30 p.m. that the
Judge assented to their request, the amount
being fixed at \$700.

Meantime the situation waxed disquiet-
ing. The drivers scattered in little knots
on the principal thoroughfares appeared
as cross as two sticks and showed fight.
Their ill-will now seemed to centre on the
well-known contractor Kwan Yee, whom
they mercilessly taunted with being in
league with the stone-cutters and with
scheming in the interests of the latter.
Knowing the heart of the contractor they
surrounded the Sok On Club and attempted
to raid the premises, but the object of their
frustrated effort was to make himself scarce
through a trap-door on the roof.

The mob next sought to approach the au-
thorities touching the removal to hospital
of their wounded comrades but it turned out
that the man had been up and kicking since
early morn and was at the moment busy at
work in prison.

It was close on 2 p.m. and the wrangles
still dotted the Praça Grande off the Post
Office when copies of an edict issued by
H.E. The Governor were distributed broad-
cast about the Colony. The circular called
upon the men to resume their work before
three o'clock and threatened with summary
arrest for vagrancy those who failed to
comply with the order on expiry of the
time-limits. I may mention that the new
law in regard to strikes which is now in
operation in Portugal has not been
laughed to scorn the proclamation, then
forcibly tore the copies into tiny bits and
flung them about the place. At this
juncture Major Santos, Police Command-
ant, turned up and with a fairly free
doing of a whiplash that he happened to
carry, restored order awhile.

Three o'clock struck, and the police set
about their task. By 6 p.m. forty arrests
had been effected and the delinquents
were conveyed across to Colowau under
the escort of two police contingents.

Gossip has it that the real prime-mover
of the abiding vexation has already sought
refuge across in Lappa and we have reason
to believe that we have not yet heard the
last in this connection of the subtle
methods of the Triad Society. At 8 p.m.
as a certain party rose from the dinner
table the house coolie sent word up to the
effect that he had just been warned by
seven men at the back door to leave the
private rickshaw alone to-morrow if he
valued his skin.

MACAO, June 13.

The rickshaw coolies have been acting
up to their menace. Concurrent with the
vital warning conveyed to house coolies
yesterday evening, threatening circulars urg-
ing the men to desist from work to day
were being scattered broadcast on the fly,
over the Colony. With our breakfast-
cup this morn'g came the report that
quite a number of private-owned vehicles
had been stopped in transit by the strikers
who abused the conductors, stripped them
of their licenses and sent them on the
right-about-face, leaving the afflicted
complaints (so far only Chinese) in the
lurch. As our guardians of the peace, on
their side, were no less assiduous, a goodly
lot went to swell the crowd who were
doing "hard" over in Colowau and Taipa.
The Rev. Canon Theodosio after officiating
at the High Celebration in San Antonio's
found his rickshaw a wrecked heap at the
church gate and his man nowhere in sight.
On the whole, only a few more cases of
interference were heard of during the day,
owing to a monster mass meeting which
had been convened at Chock Sing Tong
whither the bulk of the malcontents had
repaired, along with a good motley of the
rickshaw coolies in private employ who
were presumably hand in glove with the
moving spirits of the rumpus.

In most households it was discovered this
morning that the servants had taken French
leave, but those who stayed back reluctantly
declined to handle the rickshaws, excepting
the few who had no knowledge of how the
wind blew. Understanding their "red
light" masters winked the other way. But
at Government House, matters assumed a
different hue. Here was a veritable chance
for a practical object lesson which could
not be allowed to slip. The sudden dis-

(Continued on Page 5.)

Intimations.

MARINE-MOTORS

CRUDE OIL ENGINES.

BOLINDER'S DIRECT REVERSIBLE CRUDE OIL
ENGINES.

MOST EFFICIENT AND ECONOMICAL FORM OF MARINE PROPULSION.

A sea voyage of 22 days, without once stopping the engine, has been made by
the "Crudoleo" fitted with a BOLINDER direct reversible engine.

POWERS FROM 5 H.P.—500 H.P.

FUEL CONSUMPTION 1/2 ct. max. per H.P. Hour.

FAY & BOWEN Kerosene engines and lighting sets.

FERRO Gasoline (Petrol) engines for pleasure and speed craft.

ALL TYPES OF MOTOR CRAFT DESIGNED AND BUILT.
ESTIMATES FREE.

ULDERUP & SCHLUTER.

Office: 21, Connaught Road.

Hongkong, June 13, 1911. 783

LANTERNS and CANDLES.

SPECIALLY MADE FOR THE CORONATION
CELEBRATIONS.

THE under-mentioned Firms have been specially recommended by the Chairman of
the Coronation Committee for sale of RED JAPANESE LANTERNS.

The Prices are as follows:

9 inches in diameter.....at \$8 .. Per 100.
Candles to suit same and to burn 44 hours.....at \$2 .. 100.
Do. 34 hours.....at \$1.50 .. 100.

It is advisable to Order early to avoid disappointment.

We have also in stock Small Lanterns (5 inches in diameter) cost \$4.00 per 100.

DOBASHI & CO., Opposite Clock Tower & opposite City Hall.

NAKAZAWA, 7, D'Almeida Street.

DAIBUTSU & CO., 2, Queen's Road East.

Hongkong, June 1, 1911. 735

NOTICE.

During Miss Massey's absence in
Shanghai enquiries for Belfast Barker
Marine Motors, Maguetos, Coils, Spares,
etc., may be addressed to

Messrs ARNDT & Co.,

38, Queen's Road

Hongkong, June 1, 1911. 736

ASTOR HOUSE HOTEL

(EAST CONNAUGHT HOTEL)
QUEEN'S ROAD CENTRAL.

ENTIRELY situated, up-to-date Hotel. Recently renovated and under new
Management. Large and Comfortable Rooms. Excellent Cuisine and the
superior of an experienced French Chef.

PARTICULARS AND RATES on application to MANAGER.

G. GARRARD, Proprietor. N. BLUMENTHAL, Manager.

Hongkong, October 5, 1903. 18

SHIPOWNERS' COMPOSITIONS,

GREYHOUND BRAND ANTIFOULING PAINTS.

SOLE AGENTS:

OWEN B. WILKS & Co.,

1st Floor, ALEXANDRA BUILDINGS.

PHONE 909. Teleg.: WANDERBOOS.

G. P. SPECIAL ANTIFOULING FOR YACHTS.

AGENT: CANTON, H. LEE.

Hongkong, December 1, 1910. 14

ENO'S 'FRUIT SALT'

A HOUSEHOLD REMEDY FOR

All Functional Derangements of the Liver,
Temporary Congestion arising from Alco-
holic Beverages, Errors in Diet (Eating
or Drinking), Biliousness, Sick Headache,
Giddiness, Oppression or Feeling of Melan-
choly, Vomiting, Heartburn, Sourness of
the Stomach, or Constipation. It is a
Refreshing and Invigorating Beverage,
most valuable to Travellers, Emigrants,
Sailors and Residents in Tropical Climates.

ENO'S 'FRUIT SALT' is the only one of its kind known to the
people of the world. It is a pure and healthful substance, and is
entirely free from any of the dangerous or deleterious elements
which are so often found in other preparations. It is a most
valuable remedy for all the above-mentioned ailments, and is
especially recommended for the use of travellers, emigrants,
sailors, and residents in tropical climates. It is a refreshing
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entirely free from any of the dangerous

To Let

TO LET.

GODOWNS, 95 & 97, PRAYA EAST.
Apply
CHATER & MODY.
Hongkong, December 4, 1910. 1474

TO LET.

NO. 2, CANTON VILLAS, Kowloon,
from 1st August.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, June 8, 1911. 764

TO LET.

GODOWN No. 53, DUDELL
STREET.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, June 1, 1911. 709

TO LET.

FIRST FLOOR of No. 4, DE VRIES
ROAD CENTRAL.
GODOWNS in MARINA LANE good for
storage of Wines and other articles, Rent
moderate.
FOUR ROOMS on Ground Floor of
College Chambers for Offices (2 minutes
from Clock Tower) can be let separately.
Rent moderate.
Apply to
DAVID SASSOON & Co., LD.
Hongkong, April 22, 1911. 538

TO LET.

LARGE HOUSE, known as "Dethick,"
No. 63, Robinson Road; electric
light and gas laid on; large tennis court,
vegetable garden and stable; with full
harbour view.
Apply to
LI PO LEUNG,
c/o La Brothers, Alexandra Buildings.
Hongkong, April 17, 1911. 532

TO LET.

GODOWN No. 4, NEW PRAYA,
Kowloon.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, June 1, 1911. 1052

TO LET.

HOUSE No. 98, WONG-NEI-CHONG
RD.
Apply to
NG YUEN HING,
64, Bonham Strand West.
Hongkong, May 15, 1911. 650

TO BE LET.

NO. 34, QUEEN'S ROAD CENTRAL
(Shop) opposite the Post Office,
No. 2, D'AVALL STREET, suitable
for Godown, &c.
All of which are at present occupied by
Vienna Cafe & Co., Ltd.
For particulars, etc., apply to
YEE SANG FAT,
Same Address.
Hongkong, February 23, 1911. 268

TO LET.

FLATS in NATHAN ROAD, Kowloon.
FOUR-ROOMED HOUSES newly
painted and colour-washed throughout.
Chap Rent.
New and Commodious SHOPS, NATHAN
ROAD, Kowloon, immediate possession,
Chap Rent.
Apply to
HUMPHREYS' ESTATE & FINANCE
CO., LD.
Hongkong, March 23, 1909. 408

FOR SALE or TO LET.

'KENNIS', 78A, THE PEAK: Seven
Rooms; Large Verandah; American
heating apparatus installed, making the
house dry and comfortable throughout the
year; Vegetable and Flower Gardens,
Crocus Lawn, 15 minutes walk from tram,
7 minutes by rickshaw. One of the best
situations at the Peak, cool in summer,
warm in winter.
Apply to
HONGKONG LAND INVESTMENT &
AGENCY CO., LD.
Hongkong, June 1, 1911. 108

TO LET.

GODOWNS, 151 to 153, PRAYA EAST.
SEMI-EUROPEAN FLATS, Moderate
Rents, PRAYA EAST—Corner of Observa-
tion Place. The Tram stop at the door.
Also new EUROPEAN FLATS adjoining
the new Seaman's Institute, Praya East.
OFFICES in KINGS BUILDINGS,
4th Floor.
'CREGGAN', 39, THE PEAK.
GODOWNS to let at Blue Buildings 4A,
PRAYA EAST.
'CONDUIT' ROAD.
FLAT in Blue Buildings, 4, Praya East.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, June 1, 1911. 2

TO LET.

NO. 57, PRAYA GRANDE, MACAO.
BEACONSFIELD from 1st June, 1911.
THE EYRIE, No. 13, PEAK, newly
painted and colour-washed.
OFFICES on Ground and 1st Floors,
CHATER ROAD, (very central position).
No. 9, BEACONSFIELD ARCADE
(Shop).
WOODLANDS VILLA WEST, 25,
Soyam Road.
FOR SALE, TOR CREST, at Peak,
commanding magnificent view of the Har-
bour and adjacent islands.
Apply to
LINSTED & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, May 10, 1911. 16

A ROYAL PHYSICIAN'S VIEWS
ON A COMMON COMPLAINT.

I feel all floppy! We all know what it
means. Although there is no actual
disease, there is a mental listlessness and
a physical lassitude which is exceedingly
enervating.
A pick-me-up is the sufferer's urgent
need. Those who are wise pin their faith
to Sanatogen, that grand revitalising, re-
constituent tonic-food whose manifold
merits have been acclaimed by consider-
ably more than fourteen thousand doctors,
including ten physicians to crowned heads
of Europe.
By acting on the nervous and physical
sides of the body and, at the same time,
improving the condition of the blood,
Sanatogen tones up the system as a key
winds up a watch, and imparts a sense of
keen fitness for physical exertion and a
vigorous mental alertness so that one feels
able to do anything.
Hundreds of doctors have testified to
Sanatogen's power of giving tone.
Dr. C. Quirico, Physician to H.M. the
King of Italy, says:—I have used Sanato-
gen with marked benefit in the case of
weakly children, and in convalescence after
long illness. I consider the preparation a
most excellent tonic food.
It is noteworthy that in convalescence
after long illness this feeling of "floppiness"
is particularly prevalent and, as the King
of Italy's physician points out, Sanatogen
is markedly useful at this time.
Sanatogen may be obtained of all
chemists.

Hotels

THE
STATION HOTEL,
NATHAN ROAD,
KOWLOON.

ELECTRIC LIGHT AND FANS.
Bath-rooms to each Room.
Cold and Hot Water throughout.
PRIVATE AND PUBLIC BARS.
BILLIARD ROOM.
Private Dining Room.
EXCELLENT CUISINE.

TEL. No. K120. Tel. Address "Ternmotel."
For Particulars apply to
THE MANAGER.
Hongkong, March 1, 1911. 296

BRASSIDE
PRIVATE HOTEL.

STANDING in its own grounds with
Tennis and Croquet Lawns, Large
Airey and Well Furnished Rooms, Every
home comfort. Fine View of the Harbour.
Telephone No. 590.
Apply to Mrs. F. W. WATTS,
"Brasside," 20, Macdonnell Road.
Hongkong, September 2, 1908. 121

'KINGSCLERE'
PRIVATE HOTEL.

APPROACHED from Kennedy Road
and Macdonnell Road.
Tel. No. 134. Tel. Address: "SACHSE."
A.B.C. Code 4th Ed.
Electric light, hot and cold water through-
out. Billiards, tennis, croquet, putting
green and fine stabling for horses.
Proprietress, Mrs. F. SACHSE.
Hongkong, September 1, 1908. 1208

VICTORIA HOUSE

THE CHEAPEST AND THE
BEST ACCOMMODATED
BOARDING HOUSE
IN THE CENTRAL LOCALITY.
A. WOHLTERS,
The Manager.
Hongkong, October 13, 1910. 1259

KING EDWARD HOTEL

A
HIGH-CLASS HOTEL.
LADIES AFTERNOON TEA ROOMS
PRIVATE BAR and BILLIARD ROOMS,
Hot and Cold Water throughout.
Electrically Lighted.
Electric Fans (if required).
TABLE D'HOTE at SEPARATE TABLES.
Tel. Address: "VICTORIA," Hongkong
For Terms, etc., apply to the
MANAGER.
Hongkong, October 2, 1908. 1262

VICTORIA HOTEL,

LATE
NEW AMOY HOTEL,
KULANGSU. AMOY
UNDER NEW MANAGEMENT.
Good Food, Clean Rooms, each with
Separate Bathroom.

REASONABLE CHARGES.

Two minutes walk from the principal land-
ing place.
BAR, BILLIARDS AND BOWLING
ALLEY.
Chas. A. Mutton
Proprietor.
Hongkong, January 3, 1911.

THE
CHINA MAIL
RAILWAY SOUVENIR

Price 10 cents

POLITICAL JOBBERY.

Radical Record in Patronage.

As bees, on flowers alighting, cease their
hum,
So, settling upon places, Radicals grow
dumb.
—Thomas Moore (slightly altered).
In reviewing the Radical domination
from 1905 onwards, two points emerge
clearly. One is the enormous increase in
officials of all kinds. The other is the
tendency to return to the old system of
patronage, and to appoint party politicians
above the heads of Civil servants qualified
by competitive examination. No Govern-
ment of modern times has created so many
new offices, and no Government has laid
itself open to more damaging criticism in
regard to its appointments.

The Radical in opposition, now as ever,
is a very different being from the Radical
in place. Banished from the snug offices
in Whitehall, Tadpole and Tape rail
against bureaucracy, and watch every
appointment with a jealous eye. But when a
friendly sale of popular feeling once more
watts them into office they forget the old
jargon of retrenchment and reform. The
Radicals came back in 1906 pledged to the
hilt to economy, and in theory at least
opposed to the creation of posts of least
importance. The result of five years in office has
been to inflate the Budget beyond all record
in times of peace, and to bring appreciably
nearer the dream time indicated by John
Stuart Mill. Mill pointed out that where
there are multitudes of "employees of dif-
ferent enterprises appointed and paid by
the Government, and looking to the Govern-
ment for every rise in life, not all the
freedom of the Press and popular
constitution of the Legislature would make
this or any other country free otherwise
than in name." What language Mill would
use to describe the state of affairs in 1911 it
is difficult to conceive; for the multipli-
cation of offices has already reached a point
which even his prophetic vision could
hardly have grasped.

SOME CLARIFYING "JOBS."

Many, no doubt, of these offices are a
necessary corollary of the general evolution
of society. But the Government cannot be
acquitted of the charge of filling im-
portant appointments in a manner reminis-
cent of the unblinking days of the old
Whig oligarchy. The case of Mr. Harper
and the appointment of Sir Ernest Sars
(a self-confessed invalid) to the post of
Controller in the National Debt Office,
over the heads of men qualified by ex-
amination, are but the latest of a series of
incidents calculated to raise serious mis-
givings in the mind of any reflective student
of politics. It was only last year that the
Indian administration came into unpleas-
ant prominence over the appointment of
Mr. V. H. Clark, formerly private secretary
to Mr. Churchill and Mr. Lloyd George, as
a member of the Council of the Viceroy of
India. This selection was keenly criticised
and bitterly resented by Indian authorities.
They held that as the position was that of
representative of commerce and industry
on the council a member of the Indian
Civil Service, or some one prominently
connected with business affairs in India,
should have been chosen. Mr. Clark took
his seat on the council at a salary of £3,333
a year. The comment of the *Times* of
India, a perfectly independent paper, was
that the appointment was "most ex-
traordinary, even in this topsy-turvy land,"
and that it was an insult to the Indian
Civil Service.

The labour appointments of the Govern-
ment may well be recalled. There may be
good reasons for appointing, above the
heads of the ordinary officials of the Board
of Trade, Labour leaders who have played
a considerable part in the House of Com-
mons. But it is a policy obviously open
to abuse, especially in the case of a
Government dependent for power on the
favour of a number of parties. No one
accuses the Government of a corrupt
bargain in selecting Mr. David Shack-
leton for the position of senior Labour
Adviser to the Home Office at a salary
of £500, rising to £700. Nor is there any
such suspicion in the case of Mr. R. Bell,
formerly M.P. for Derby and general
secretary of the Amalgamated Society of
Railway Servants, who obtained the
position of Superintendent of Labour
Exchanges at a salary of £400. But the
purity of public administration would
indeed be in peril if it were regarded as
an ordinary thing to bestow a public office
on active politicians who may be inconve-
nient critics of the Government of the day.

ARMIES OF OFFICIALS.

Under the Development Bill a small
army of expert officials had to be created
for the permanent use of the Treasury.
The establishment of the Labour Ex-
changes in clerical expenses and so forth
connected with the formation of the new
department laid an annual charge upon the
treasuries estimated at £200,000 a year—
the number of officials and clerks required
being 800. Under the Trade Boards Act
a new staff of inspectors and medical officers
is required, and the Town Planning Act
will entail the employment of a multitude
of surveyors and inspectors. The business
of land valuation under the Budget scheme
of the Chancellor of the Exchequer must
involve in the long run, the employment of
a myriad of officials, small and great.
Mr. Asquith said, two years ago, that the
valuation required by the land clauses of
the Finance Act would alone demand the
employment of 500 professional valuers, at
an ultimate cost of £300,000 per annum.
These would work in 150 districts, but the
control of those districts would necessitate
the establishment of centres controlled by
superintendent inspectors responsible to

the Board of United Revenue, which again
means a considerable increase in the staff
of the latter. Under the Small Holdings
and Allotments Act, 1908, employment is
given to another multitude of surveyors,
valuers, and agricultural experts, and it has
quite recently been decided that to expedite
the operation of the Act an addition shall
be made to the number of commissioners
who administer the measure.

It is only fair to the Unionist party to
point out that it has not sat silent in view
of this disquieting development of official-
dom. Questions without number have been
put to Ministers in the House of Commons
bearing upon this, and, after many attempts
at evasion under the plea that data were
difficult to collect, it was at last stated that
from the beginning of 1906 until the mid-
dle of 1910 there had been 923 new officials
appointed drawing salaries to the extent
of £251,584.

There has subsequently been a Govern-
ment return supplied in which it is shown
that "since 1908" Liberal legislation is
responsible for the creation of 1,134 new
posts with salaries aggregating £130,212.
These two sets of figures, however, are not
entirely independent and do not yield a
general total. Information from the
Government as to how they are to be
separated or consolidated is lacking. This
much, however, is certain, that since the
publication of these figures there have been
43 new inspectors of mines appointed at a
charge for salaries of £7,500 a year, and the
new Labour Exchanges have been set up,
with 817 officials, at a cost of £240,000 in
salaries.

APPOINTED WITHOUT EXAMINATION.

In reply to questions put in the House
by Mr. Douglas Hall, Mr. Hobhouse, on be-
half of the Government, has stated that there
is no reason so far as he knows to conceal
the number of appointments made without
examination. Questions to each of his
Majesty's Ministers as heads of departments
have brought to light that, up to date, the
following appointments have been made
without examination since 1908:—

Appoint- ments.	Salaries (Annual).
Treasury	1 £280
Attorney-General	2 420
Development Board	5 1,775
Office of Works	5 1,350
Home Office	9 4,200
Board of Education	9 5,750
Board of Education (new posts)	19 6,110
India Office	11 1,855
Board of Agriculture	15 7,380
War Office	19 5,250
Board of Agriculture (Ireland)	44 9,434
Local Government Board	59 22,780
Navy (Civil Posts)	109 55,500
Board of Trade	224 71,231
Inland Revenue	325 87,629
Total	923 £251,584

These figures speak for themselves, but
they do not cover the whole ground. Mr.
Samuel, for the Post Office, has said that it
will not be possible, without much labour,
to supply the desired information; whilst
Mr. Birrell pleaded that it would be neces-
sary to communicate with every department
in Ireland before he could find out what
Mr. Hall was so anxious to know.—*The
Standard.*

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Hongkong, January 10, 1911. 98

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Gun.	H.P.	Commander.	Last report at
Acherity	despatch-steam	1700	12	2000	Comdr. Lovindes	Waihaiwei
Astron	cruiser, 2nd class	4300	10	7000	Captain E. B. Kiddle	Waihaiwei
Atlas	Albionity tug	—	—	—	Master W. West	Hongkong
Bramble	river gunboat	710	2	900	Lt.-Comdr. B. G. Washington	Hongkong
Britomart	river gunboat	710	2	900	Lt.-Comdr. J. M. Barker	Shanghai
Cadmus	sloop	1075	6	1400	Comdr. H. Lyne	Shanghai
Cherub	water tank and tug	300	—	300	Master H. Smith	Hongkong
Clio	sloop	1075	6	1400	Comdr. H. R. Verde	Shanghai
Fame	torpedo boat destroyer	360	8	5700	Lt.-Comdr. H. S. Monro	Waihaiwei
Flora	cruiser, 2nd class	4300	10	7000	Capt. J. Nicholas	Waihaiwei
Handy	torpedo boat destroyer	275	6	4000	Lt.-Comdr. Hon. Guy Stopford	Hongkong
Hart	torpedo boat destroyer	275	6	4000	Lt.-Comdr. Hon. Guy Stopford	Hongkong
Janus	torpedo boat destroyer	275	6	4000	Lt.-Comdr. M. B. R. Blackwood	Waihaiwei
Kent	cruiser, 1st class	9000	14	22,000	Capt. S. St. John Farquhar	en route San F. C. Luzon
Kinsha	river gunboat	618	4	1200	Lt.-Comdr. T. J. S. Lyne	Yangtze
Marlin	sloop	1040	—	—	Comdr. B. O. M. Dwy	Labuan
Minotaur	cruiser, 1st class	14,800	—	27,000	Capt. Cayley	Waihaiwei
Monmouth	cruiser, 1st class	9800	—	—	Capt. L. E. Power	Waihaiwei
Moorehen	river gunboat	180	2	800	Lt.-Comdr. G. P. Leith	Canton
Newcastle	cruiser, 2nd class	4800	—	—	Capt. G. E. P. Hunt, D.S.O.	Singapore
Nightingale	river gunboat	85	2	240	Lt.-Com. C. H. Woodward	Yangtze
Otter	torpedo boat destroyer	350	6	6300	Comdr. C. L. Lambie	Waihaiwei
Rosario	depot ship, submarines	980	—	1400	Lt.-Comdr. N. E. Archdale	Hongkong
Robin	river gunboat	85	2	240	Lt.-Com. C. A. O. Douglas	West River
Sandpiper	river gunboat	85	2	240	Lt.-Com. E. J. J. Southby	Canton
Suipie	river gunboat	85	2	240	Lt.-Comdr. Maurice R. Leslie	Yangtze
Taku	torpedo boat destroyer	350	6	6300	Guinny E. J. Trill	Hongkong
Tamar	receiving ship	4650	3	—	Commodore C. J. Eyles	Hongkong
Teal	river gunboat	180	2	800	Lt.-Comdr. R. J. Buchanan	Yangtze
Thistle	river gunboat	710	2	900	Lt.-Comdr. M. B. Hamilton	Hongkong
Vinago	torpedo boat destroyer	355	6	6300	Lt.-Com. H. D. Adair-Hall	Waihaiwei
Waterwitch	surveying ship	620	—	450	Lt.-Comdr. Hancock	Hongkong
Whiting	torpedo boat destroyer	360	6	5900	Lt.-Comdr. G. B. Hartford	Waihaiwei
Widgeon	river gunboat	135	2	800	Lt.-Com. B. R. Brooke	Yangtze
Woo cock	river gunboat	150	2	500	Lt.-Com. M. H. Wilding	Upper Yangtze
Woodcock	river gunboat	150	2	500	Lt.-Comdr. G. F. A. Mulock	Upper Yangtze
36	submarine	—	—	—	Lt. C. Godfrey Herbert	Hongkong
37	submarine	—	—	—	Lt.-Comdr. A. A. L. Fenner	Hongkong
38	submarine	—	—	—	Lt. Copdr. J. R. A. Codrington	Hongkong

* Flagship of Vice-Admiral Alfred L. Winslow, K.C.B., C.V.O., C.M.G., Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and description.	Tons.	Guns.	H.P.	Captains.	Last report at
Kaiser Franz Joseph I	Austro-Hungarian cruiser	4000	—	—	Capt. Alfred Cicoll	Anmy
Acheron	French armoured cruiser	1830	10	1700	Lieut. Borimond	Saigon
Alger	French cruiser	3420	22	5100	Capt. Delzons	Saigon
Alouette	French river gunboat	506	7	400	Commander Badin	Saigon
Argus	French river gunboat	180	6	570	Lieut. d'Estienne	Canton
Carondelet	French gunboat	150	—	—	—	Saigon (Reserve)
Comete	French gunboat	500	4	500	Comdr. J. Gervais	Saigon
Decidie	French gunboat	645	10	1000	Lieut. du Linars	Saigon
Dupleix-Thouars +	French armoured cruiser	10,014	30	20,000	—	Saigon
Eclat	French gunboat	141	—	—	—	Saigon (Reserve)
Esturgeon	French sub-marine	—	—	—	Lieut. Combet	Saigon
Fronde	French destroyer	350	7	303	—	Saigon
Henri Riviere	French gunboat	—	—	—	—	Hai Phong
Jacquie	French gunboat	201	6	303	—	Hai Phong (Reserve)
Lion	French gunboat	500	—	—	—	Saigon (Reserve)
Lynx	French sub-marine	—	—	—	Lieut. Marrs	Saigon
Manche	French surveying-ship	1825	10	9000	Comdr. Ragot de Touche	Saigon
Montcalm*	French cruiser	9700	12	19,600	Capt. Cheron	Saigon
Mouquet	French destroyer	307	6	300	Lieut. de la Roche Kernadson	Saigon
Olyre	French gunboat	—	—	—	Lieut. de Maingreville	Upper Yangtze
Peiho	French gunboat	130	—	—	Lieut. Puech	Tongku
Pistulet	French torpedo boat	130	7	500	Comdr. Mortenol	Hongay
Protee	French sub-marine	—	—	—	Lieut. Morris	Saigon
Redoutable	French battleship (reserve)	9457	8	6071	Capt. Drouot	Saigon
Styx	French gunboat	1798	10	1700	Lieut. Seriot	Saigon
Tankiang	French gunboat	—	—	—	—	Yangtze
Tankou	French destroyer	260	6	—	—	Saigon (Reserve)
Vauban	French torpedo-depot	—	—	—	—	Hongay
Veteran	French torpedo-depot	—	—	—	Lieut. Bihel	Cap St. Jacques
Vigilante	French gunboat	123	7	500	Lieut. Biscail	Canton
Emden	German cruiser	3600	22	13,500	Capt. Vollerthum	Tsingtau
Gaiseric	German cruiser	11,600	36	26,000	Captain Usler	Tsingtau
Itie	German gunboat	900	12	1300	Comdr. Mersmann	Shanghai
Jaguar	German gunboat	900	12	1300	Capt. Myring	Shanghai
Loipzig	German cruiser	3250	24	11,000	Capt. Schroeder	Tsingtau
Luchs	German gunboat	900	10	1350	Comdr. Bendemann	Shanghai
Nurnburg	German cruiser	3400	22	13,200	Capt. Tigert (Karl)	Tsingtau
Otter	German river gunboat	—	—	—	Capt. Lieut. Jantzen	Yangtze River
Scharnhorst	German flagship	11,600	36	26,000	Capt. Kraft	Tsingtau
S. 90	German torpedo-boat	400	8	6505	Capt. Lieut. Heydon	Tsingtau
Tiger	German torpedo-boat	280	4	6000	Lieut. Koble (Hans)	Tsingtau
Tsingtai	German gunboat	900	10	1350	Comdr. Luppe	Shanghai
Waterland	German river gunboat	223	4	1300	Capt. Lieut. Graf Dohna-Schloden	Canton
Waterland	German river gunboat	223	4	500	Capt. Lieut. Kautefer	Shanghai
Calabria	Italian cruiser	2145	—	—	Comdr. Tommi Piccinardi	Shanghai
Macao	Portuguese gunboat	—	—	—	Capt. Matta d'Oliveira	Macao
Patria	Portuguese gunboat	700	—	—	Captain J. Milheiro	Macao
Adder	U. S. submarine	—	—	—	Ensign J. M. Murray	Manila
Albany	U. S. protected cruiser	3430	17	7900	Com. Clarence S. Williams	Yokohama
Bainbridge	U. S. torpedo-boat destroyer	420	7	8000	Ensign E. B. Root	Manila
Barry	U. S. torpedo-boat destroyer	420	7	8000	Ensign Robt. W. Cananise	Canton
Callao	U. S. gunboat	243	8	250	Ensign Stuart W. Gale	Canton
Charney	U. S. torpedo-boat destroyer	420	7	8000	Ensign L. N. McNair	Manila
Christiana	U. S. protected cruiser	3100	10	4700	Comdr. John E. McDonald	Anmy
Cleveland	U. S. protected cruiser	3100	10	4700	Comdr. Hugh Rodman	Cavite
Dale	U. S. torpedo-boat destroyer	420	7	8000	Ensign F. J. Fletcher	Manila
Decatur	U. S. torpedo-boat destroyer	420	9	—	Ensign C. S. Graves	Manila
El Cano	U. S. gunboat	—	—	—	Lt. Comdr. William D. Brotherton	Yangtze River
Helena	U. S. gunboat	1307	18	1800	Comdr. R. O. Blier	Yangtze River
Jairo	U. S. gunboat	—	—	—	Lieut. J. W. Schoenfeld	Cavite
Mindoro	U. S. gunboat	170	5	—	Lieut. C. A. Woodruff	—
Moccasin	U. S. submarine	—	—	—	Ensign E. D. Whorster	Manila
Mohican	U. S. station ship	1900	—	5244	Ensign Robt. V. Lowe	Manila
Monadnock	—	—	—	—	—	Cavite
Monterey	U. S. monitor	4084	4	5205	Commodore H. A. Biepham	Cavite
New Orleans	U. S. cruiser	3430	25	—	Comdr. William G. Miller	Yokohama
Panpanga	U. S. gunboat	243	8	—	Lieut. George C. Pegram	Cavite
Porpoise	U. S. submarine	—	—	—	—	Manila
Quinos	U. S. gunboat	—	—	—	Ensign J. J. Van de Carr	Cavite
Rainbow	U. S. cruiser	6206	14	—	Lt. Comdr. J. W. Schoenfeld	Cavite
Samar	U. S. gunboat	24	8	250	Lt. Comdr. A. N. Mitchell	Cavite
Saratoga	U. S. protected cruiser	8150	25	17,075	Ensign F. H. Goss	Yangtze River
Shark	U. S. submarine	—	—	—	Comdr. Joseph H. Jayne	Yokohama
Villabow	U. S. gunboat	374	9	500	Ensign Henry M. Jensen	Manila
Winnington	U. S. gunboat	1307	20	1834	Lieut. W. L. Friedell	Yangtze River
Winnington	U. S. gunboat	1307	20	1834	Capt. W. A. Edgar	Hongkong

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correct solution. The writer first takes a glance at the manifold character of the work of Empire as it is carried out all over the globe—work of development, of pacifying savages, of subduing wildernesses and of exterminating ravaging diseases. He then passes on to compare British colonisation with that essayed by other nations, and declares, in no boastful spirit, that no rival race has the same combination of qualities of courage, of purpose, of common-sense as the British possess. From his own experience, after living in a British Dominion surrounded by foreign Colonies, under the Dutch, the German and the French flags, Mr Fox says the invariable attitude of these other colonists is to give the palm to British colonisation after seeing it side by side with their own. Contrasting the respective characteristics of the foreign and British systems of colonisation, the writer asserts that the coloured people in particular find that the British flag means order and sympathetic justice, and an absence of fusing interference. This system of ours, he says, which is to let the coloured man alone, interfering only with such habits as are absolutely opposed to public order, gives him an opportunity of learning in time to play his little part in the new scheme of things, usefully and contentedly. "What is so surprising to the student of our Empire," says Mr Fox, "is the fact that, without a doubt, this capacity for good government comes naturally to the British type. Youngsters go out, fresh and pink, from School or University, or Military College, apparently soft and helpless 'mothers' boys.' Within a few weeks, notice them in some tropical Dependency, thinner, browned, a little sterner in the face, and 'running a show,' which needs splendid qualities of cool courage and confident common sense. They fall into the work as if they had been trained to it from the cradle. So, in a sense, they have. British family life and British school life evoke qualities of resourcefulness, of self-reliance, of a spirit of patient and cheerful co-operation with 'the other fellow,' that tell in the work of government."

Mr Fox proceeds to give some concrete examples of this remarkable capacity of adaptability which is typical of the British race. Into these we need not go; but his conclusion illustrates the spirit in which the article is written, and we cannot do better than close with it:—"I do not want to plead for a national outburst of boastfulness. Boastfulness breeds arrogance, and arrogance the desire for easy mastery, and thence cruelty, and, finally, cowardice. It is at the stage when its course begins to be downhill that a nation's boast becomes grandiloquent. But it is necessary that the nation which is just now a little inclined to dejection, should remember something of the work which it has done in the past in building up the Empire; of the work which it is doing in the present in conserving and consolidating that Empire. While we breed such men as those who keep the flag flying over the passes of India, the wild forests of Polynesia, the jungles of Africa, and many a cold tract of the north and the south; and such men as those who, with rare tact and wisdom, keep a living bond of unity with the free nations of the Empire, it is not possible to despair of the future. This or that accidental and temporary circumstance of the moment, after all, matters little, though it may take on a vast importance if regarded without a right sense of perspective. If the race is all right, we shall win through; and, clearly put to the test of its power of government, the race is all right."

OPENING OF ST. ANDREW'S CHURCH ORGAN.

A noticeable feature in the Coronation Week will be the Service of the Dedication of the Windows and the opening of the new organ of the Kowloon Church. This service will be held on Saturday, June 24th, at 4.30 p.m. The windows, representing the Nativity and the Resurrection, are the gift of Sir Paul Chater, C. M. G. The dedication will be performed by the Bishop of Victoria. The organ, by Messrs J. W. Walker & Son, London, was provided by donation last year and will be opened by Mr E. J. Chapman. There are a few incidental expenses connected with the organ which it is hoped will be fully met at the opening service.

NEWS OF THE DAY.

To-day's quotation for Para rubber, per Messrs Vernon and Smyth, is 4s. 3d. On pages 2 and 3 will be found a full report of the recent rickshaw strike in Macao.

Reuter is informed that, whatever reduction in expenditure in India may possibly be determined on after enquiry, the idea of reducing the British Army there has never been contemplated.

In connection with the Coronation celebrations, the Commodore has given directions for H.M.S. Handy, to proceed to Taipo on Wednesday, 21st June, and for H.M.S. Taku to proceed to Dumbell Island on the same date.

In addition to the river steamer for the China Merchants' Company, the plans of which have already been passed, it is rumoured that the company contemplates building a new coast steamer for the general trade.

A most successful whist drive was held in the Serpentine, Mess of the R.O.Y.L.I., last evening. The successful players were: Ladies—1st, Mrs Evans; 2nd, Mrs Pile; 3rd, Mrs Brighier. Gentlemen—1st, Sgt. Satterfield; 2nd, Mr Gibson; 3rd, S. Sgt. Evans.

The balance sheet of the Standard Marine Insurance Co., Ltd., of which Messrs Butterfield and Swire are the agents, shows liabilities amounting to £185,644 while the assets comprise: Investments, £338,791; cash at Bank and in hand, £38,824; sundry debtors, £37,029.

In New York recently a great street parade and pageant was held with the object of raising funds for the famine sufferers in China. The street parade took the form of a dragon parade and for the first time in New York Chinese members of the three fighting gangs marched abreast in peace and amity.

It is rumoured that Messrs Butterfield and Swire are negotiating for the sale of the China Navigation steamer Hangchow. The Hangchow, which is a steamer of 1,672 tons, was built at Greenock by Messrs Scott and Co. in 1885 and during her twenty-six years on the China Coast, has seen a good deal of service.

The C. M. S. N. Co. at Shanghai has received a telegram from Captain Frigate of the Co.'s steamer Kiangwan, which had just arrived at Hankow from Shanghai, stating that the second engineer had been drowned. Deceased was named Robinson and had been in the C. M. S. N. Co. for a number of years serving in various vessels.

The hearing is proceeding before the district magistrate of Lucknow of a startling murder case. The accused named Lukai was arrested while running through the streets of Kanpur with the head of a woman in one hand and a knife in the other. In his statement before the trying magistrate the prisoner said it was the head of his wife which he was taking to produce before the Deputy Commissioner. He had killed her because she had neglected his household, and his meals had been badly cooked.

The transfer of the Chinese Imperial Posts to the Yuchangpu is now a fact, accomplished, and within the next few weeks the headquarters of the Posts will be transferred to the office of the Minister of Posts and Communications. The terms upon which the transfer has been arranged are generally regarded as satisfactory. The employees of the Post Office are to be placed upon the same footing as those of the Imperial Maritime Customs. Mr T. Fry is to have entire control over the native and foreign staff.

The annual report of the Commercial Union Assurance Company, Ltd., shows that the sums carried into the Profit and Loss account from the fire, marine and accident departments amounted to £320,000, out of which the sum of £250,000 has been applied towards reducing "cost of business acquired." The balance of this account is £108,625 14s. 8d. carried forward to 1911, and out of that amount a dividend of eight shillings per share (less income tax), has been paid, making, with the interim dividend, paid in November last, fifteen shillings per share (less income tax on eight shillings) for the year 1910. Provision has been made for payment of an interim dividend on account of the year 1911 of eight shillings per share (less income tax), to be paid on the 9th November next.

The Government of New Zealand has entered into a contract for the establishment of several stations for wireless communication. Tenders were called, and those interested in the Marconi system having tendered at a much higher price than the other competitors the contract was given to an Australian Company interested in the Telefunken system. The Union Steamship Company of New Zealand has adopted the same system. The Telefunken is a German system, and it is stated German capitalists are at the back of the Australian Company. Some feeling has been shown in New Zealand against the adoption of a foreign system, especially in view of the fact that His Majesty's vessels have the Marconi established. The matter has assumed an interesting stage, on account of an action commenced against the Union Steamship Company of New Zealand by the owners of Marconi patents for infringement of patent rights.

NEWS OF THE DAY.

Four more cases of plague occurred yesterday, making the year's total 125. Seven more cases are reported to-day, making the total 132.

In the Interport regatta at Kobe the home men captured all the honours from Yokohama, winning the single sculls, the double sculls and the four.

It is an extraordinary fact, remarks the B. N. O. Herald, mournfully, that our best efforts to show visitors sport in this country are attended with so little success. How many of us, when in pursuit of our daily duties, have come across elephant, timbadau, rhino, deer and pig—with probably no rifle available. But to find anything for a visitor to shoot is another story.

Signs are apparent that an anti-smoking and vegetarian movement is gaining ground among the Chinese of Shanghai. It is well-known that the Chinese have become great cigarette smokers; though many are equally ardent in their wooing of My Lady Nicotine in the form of the Manila cigar, and the present movement seems to aim at cutting out tobacco in any shape or form. Prominent Chinese have adopted a vegetarian diet, and within the last few days meetings have been held in the Settlement and in Nantao with the object of inducing the educated populace to follow their example and also to give up the weed. In connection with this crusade it is of interest to note that advantage is being taken of the Citizen Soldier movement to further the propaganda.

SOCIAL AND PERSONAL.

Capt. Allan C. G. Luther, R.O.Y.L.I., has been made Adjutant.

To-morrow is the fifty-third anniversary of the birthday of King Gustaf of Sweden.

Capt. W. G. Lyddon, R.G.A., is promoted to the rank of Major and is to remain seconded.

Sir Claude MacDonald, the British Ambassador in Tokyo, was on June 1st received in audience by the King.

Lieut. W. A. Hagger 120th Baluchistan Infantry, qualified in subject (d) at an examination held in India, in March, 1911.

The Countess of Dudley's motor-car was jammed between two trains recently at Sydney. Her Ladyship had a hairbreadth escape, and was shaken and bruised.

It is reported that Captain Allen of the Blue Funnel steamer Ningchow will, on completing the present voyage, take command of the new vessel Nester which is expected to leave England for the East in the autumn.

Mr George Emmett Steele has passed away at the Shanghai General Hospital. Mr Steele, who was well-known on the China coast, was an accomplished stenographer and had for several months been connected with the Central China Post, Hankow. A few weeks ago he had a nasty fall in Hankow and this seemed seriously to affect his health, which had not been good for some time past. He arrived in Shanghai on May 20 and went into hospital, where he died on the 7th instant. The deceased was a native of Altoona, Penn., and was formerly in the United States Army at the time of the occupation of the Philippine Islands. Since then he had lived and worked in Japan and China ports.

CORONATION CELEBRATION FUND.

Previously Acknowledged.....	\$68,813.04
James W. Graham	25
George Eorg	25
J. R. Wood	20
Thomas Neave	15
Chas Fitzcok	10
J. Logan	5
Total.....	\$68,913.04

RIOTS IN SHUN TAK.

The attempt to put into operation the new spirit taxes in the Shun-Tak district has led to some riots, though less in extent than those which occurred at Patsan. The place where the rioting occurred was a country town. The syndicate announced that they had been ordered to collect the tax, whereupon owners of distilleries and spirit shops asked for a little time that they might meet and discuss the situation. When they gathered, the mob found out what was in the wind, and proceeded to attack the houses and shops of those who had been entrusted with the work of collecting the new taxes, tearing down four shops and buildings. The owners of one of them were in danger, and ladders had to be used in order that they might scale the garden walls, and gain access to the refuge of a big school near by. There were not sufficient police in the town to prevent the mob from carrying out their intentions, and the district officer was too far off for any soldiers to be despatched into the place in time to prevent the damage being done. As soon as the mob had torn down the shops and dwellings in question they dispersed, and then quietness reigned.

[Continued]

THE ALBANIAN REVOLT.

THE END IN SIGHT.

(Reuter's Service to the China Mail.)
London, June 14.
Telegrams from Vienna and Athens indicate that the end of the Albanian revolt is imminent.
The Turks are prepared to grant an amnesty and to make political concessions if the Albanians submit.

MOROCCO.

(Reuter's Service to the China Mail.)
London, June 14.
General Moinier has established a garrison of 1,500 troops at Mequinez.

PARCELS VIA SIBERIA.

AN IMPENDING PLAN.

(Reuter's Service to the China Mail.)
London, June 14.
In the House of Commons to-day the Rt. Hon. Mr. Samuel said that it was hoped to shortly institute a parcel post service between Great Britain and North China via Siberia.

THE SHIPPING STRIKE.

BEGUN AT AMSTERDAM.

(Reuter's Service to the China Mail.)
London, June 14.
The seamen's strike has been proclaimed at Amsterdam.

SPREADS TO ENGLAND.

London, June 15.
The crews of the Royal Mail steamships of the Union-Castle line at Southampton are demanding increased wages before signing on.
Six hundred Liverpool men have refused to sign.
The general signal for the strike has not yet been given. It is stated that 150,000 seamen will be affected.
Shipowners at Liverpool have consented to receive a deputation of men to discuss the question of wages.

SALT MONOPOLY.

(Wah Tei Yat Po's Service.)

Peking, June 14.
Duke Chak, the Salt Commissioner, has despatched officers to Japan to enquire into the manner in which the salt monopoly is worked by the Government.

ALARM AT ILLI.

(Wah Tei Yat Po's Service.)

Peking, June 14.
On account of the daily drilling of the Russian cavalry in Illi, the people there have become alarmed and some have removed to other places.

COMMAND OF TROOPS.

(Wah Tei Yat Po's Service.)

Peking, June 14.
H.E. Chang Ming Chi, Viceroy of Canton, has wired recommending that H.E. Lung Tani Kwong (the Commander-in-Chief of Kwong Si, who was called to Canton after the recent riots) be made Commander-in-Chief of the newly-trained troops.

Mr E. W. Noel, who, after a lengthy residence in Kobe, is leaving the port to reside in Shanghai, has been presented with a handsome silver bowl by the members of the Kobe Regatta and Athletic Club, in which organization he has for many years taken an active interest, having for a considerable time been a member of the Committee.

[Continued]

THE POPPY IN CHINA.

RESULT OF SIR A. HOSIE'S INVESTIGATIONS.

(Reuter's Service to the China Mail.)
London, June 15.
The Foreign office has published reports by Sir Alexander Hosie regarding his recent investigations of poppy cultivation in China.
The reports show that Sir Alexander is satisfied that poppy-growing has been totally suppressed in Szechuen and reduced by 75 per cent in Yunnan.

LATE TELEGRAMS.

COUNTY CRICKET.

London, June 8.
In the matches played on June 5, 6 and 7:
Middlesex beat Sussex at Lord's (J. T. Hawkins' Benefit) by seven wickets;
Yorkshire beat Lancashire at Manchester by 169 runs;
Nottingham beat Surrey at Nottingham by 54 runs;
Northamptonshire beat Leicestershire at Leicester by five wickets;
Gloucestershire beat Somersetshire at Taunton by five wickets;
Essex beat Derbyshire at Leyton by nine wickets;
Worcestershire beat Warwickshire at Worcester by 110 runs;
South Wales beat the All Indian Team at Cardiff by seven wickets;
The match between Hampshire and Kent at Southampton was drawn.—N.O. Daily News.

THE RECIPROCITY BILL.

London, June 9.
Telegram from Washington states that the Committee of the Senate on Finance has decided to report on the Reciprocity Bill with the addition of an amendment proposed by Mr. E. V. Rood prohibiting the free entry of Canadian wood pulp until the restrictions on its export by Canadian provincial legislatures have been removed.
If the Senate accepts this amendment, it is likely to jeopardize the passage of the measure in the Canadian Parliament.—N.O. Daily News.

THE MEXICAN EARTHQUAKE.

London, June 8.
The Mexico City earthquake killed 63 persons, half of whom were soldiers, and wounded 75.
The damage to property is estimated at 20,000 sterling. The shock lasted six minutes.
London, June 9.
The Mexico City fatalities were mostly due to the collapse of houses.
Reports from the provinces extend the area of destruction and state that thousands are homeless.
The volcano Colima is in a state of eruption.—Strait Times.

CHAMPAGNE RIOTS.

London, June 7.
Telegrams from Paris state that the vine-dressers of the neighbourhood marched to the Town Hall, sweeping away the gendarmes and dragons. Many arrests were made, and many of the vine-dressers claimed by the troops finally drove off the rioters. The excitement continues.—N.O. Daily News.

THE LAW OF THE AIR.

New York, June 1.
An international meeting of aviators will shortly take place in Paris to enact new regulations controlling aviation.—Asahi.

MONARCHIST MOVEMENT IN PORTUGAL.

London, June 1.
The Monarchist movement in Portugal has practically failed. The active conspirators did not exceed a few hundred. The Spanish Government has expelled all suspects taking refuge in Galicia.—Asahi.

POLICE COURT NEWS.

Two blackwood chairs, value £10, have been stolen from No 145, Hollywood Road.
Two men were committed to trial at the July Assizes, at the Maziestry this morning, in connection with the recent highway robbery on the Stanley Road.

NOTHING UNPLEASANT.

CHAMBERLAIN'S Colic, Cholera and Diarrhoea Remedy not only cures promptly but produces no unpleasant after effects. It is the world's most successful medicine for cramps in the stomach, and bowel complaints. For sale by all Chemists and Druggists.

A NEW DEPARTURE.

Price's

SPARKLING WATER SPLITS.
CHAMPAGNE OYDER: PINTS.
LEMONADE:
GINGER Ale:
&c. &c. &c.

Try Some.

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Telephone No. 155.

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBÉ, YOKOHAMA, AND YOKOHAMA	DELTA	16th June	Freight and Passage.
SHANGHAI, MOJI, KOBÉ, YOKOHAMA, AND YOKOHAMA	DELTA	22nd June	Freight only.
SHANGHAI	DELTA	29th June	Freight and Passage.
LONDON, VIA USUAL PORTS OF CALL	ARCADIA	Noon, 24th June	See Special Advertisement.
LONDON & ANTWERP	CEYLON	About 29th June	Freight only.
PORT SAID & MARSEILLE	CEYLON	29th June	Freight only.

P. & O. S. N. Co.'s Office. E. A. HEWITT, Superintendent.

CANADIAN PACIFIC RAILWAY CO'S. ROYAL MAIL STEAMSHIP LINE. SUPPLEMENT LINE.

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Vancouver, B.C.

The only line that maintains a Regular Scheduled Service of 15 DAYS YOKOHAMA TO VANCOUVER.

SAVING 21 DAYS HONGKONG TO VANCOUVER.

SAVING 21 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.

Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From Quebec
'MONTEAGLE' WEDNESDAY, 28th JUNE.	'EMPEROR OF INDIA' FRIDAY, 28th JULY.
'EMPEROR OF INDIA' SATURDAY, 1st JULY.	'ALLAN LINE' FRIDAY, 18th AUG.
'EMPEROR OF JAPAN' SATURDAY, 2nd JULY.	'EMPEROR OF BRITAIN' FRIDAY, 8th SEPT.
'EMPEROR OF CHINA' SATURDAY, 19th AUG.	'ALLAN LINE' FRIDAY, 29th SEPT.
'EMPEROR OF INDIA' SATURDAY, 2nd SEPT.	
'MONTEAGLE' TUESDAY, 12th SEPT.	

Empress Steamships leave Hongkong at 6 p.m. and 'Monteagle' at 12 Noon.

All steamers of the Company's Pacific fleet and passenger steamers of the Atlantic fleet are equipped with the Marconi wireless apparatus.

Each Trans-Pacific Empress connects at Vancouver with a Special Mail Express train and at Quebec with Atlantic Mail Steamers as shown above. The 'Empress of Britain' and 'Empress of Ireland' are magnificent vessels of 14,500 tons, speed 21 knots, and are regarded as second to none on the Atlantic.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by the Government of Canada) \$27.10/-. Passengers for Europe have the option of going forward by any Trans-Atlantic line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments. Full particulars on application to Agents.

Through Passengers are allowed 'Stop Over' privileges at the various points of interest on route.

R. M. S. 'MONTEAGLE' carries only 'One Class' of Saloon Passengers (single intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways, 2nd Class on Atlantic.

Via Canadian Atlantic Port \$43.

Via New York \$45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CHADDICK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

PORTLAND & ASIATIC S.S. CO.

OPERATING IN CONNECTION WITH THE OREGON-WASHINGTON RAILROAD & NAVIGATION CO. FOR PORTLAND, VIA MOJI, KOBÉ, YOKOHAMA & SAN FRANCISCO.

WITH LIBERTY TO CALL AT HONOLULU & SAN FRANCISCO.

STEAMSHIP	Tons	Captain	To SAIL
HERKULES	4,078	Christen Smith	June 20th, at Noon.
HERCULES	3,789	Racin Wilhelmson	June 30th, at Noon.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of freight and further information, communicate with or apply to

FRED J. HALTON, Agent.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY & FOOCHOW AND RETURN.

STEAMSHIP	Captain	To SAIL	LEAVING
SAVANNAH	Capt. J. S. Roach	FRIDAY, 16th June, at 11 A.M.	
SAVANNAH	Capt. W. C. Passmore	TUESDAY, 20th June, at 11 A.M.	
SAVANNAH	Capt. J. W. Evans	FRIDAY, 23rd June, at 11 A.M.	

FOR SWATOW AND RETURN.

(Occupying 3 Days)

Steamers will arrive at, and depart from, the Company's Wharf near Blake Pier.

During the Months of JULY and AUGUST, RETURN TICKETS available for three months will be issued at a reduction of 20% on the usual rate to Foochow.

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO., General Managers.

Hongkong, June 23, 1910.

SWEDISH EAST ASIATIC CO., LIMITED. GÖTFENBURG.

PROJECTED SAILINGS FROM HONGKONG, (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA, KOBÉ & MOJI	YEDDO	About 22nd July.

For Freight and further Particulars, apply to

Olof Wijk & Co., CHINA AGENTS, AKTIEBOLAG.

TELEPHONE No. 1

Shipping

U. S. MAIL LINE.

PACIFIC MAIL S.S. COMPANY.

SEMI-TROPICAL ROUTE.

Only line taking the warm SOUTHERN ROUTE across the PACIFIC, via HONOLULU, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	Tons	SAILING DATES
* MANOHURI	27,000	SATURDAY, 24th June, at 1 p.m.
* MONGOLIA	27,000	SATURDAY, 15th July, at 1 p.m.
* KOREA	18,000	FRIDAY, 11th Aug., at 1 p.m.
* SIBERIA	18,000	SATURDAY, 28th Aug., at 1 p.m.
* MANCHURIA	27,000	FRIDAY, 8th Sept., at 1 p.m.
* MONGOLIA	27,000	SATURDAY, 30th Sept., at 1 p.m.
* KOREA	18,000	SATURDAY, 28th Oct., at 1 p.m.
* SIBERIA	18,000	FRIDAY, 10th Nov., at 1 p.m.

* Twin Screw. - Via Manila.

All Steamers are equipped with Wireless Telegraphy.

The U.S. MANOHURI will be dispatched for San Francisco, via Keelung, Shanghai, Nagasaki, Kobe, Yokohama, Shimizu, Yokohama and Honolulu, on SATURDAY, the 24th June, at 1 p.m.

Fares: Hongkong to London \$71, 10, 0. Return six months \$120, 14 months \$125, including Berth and Meals across America.

SPECIAL RATES (First Class only) Granted upon Application.

To European Points: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Service of the Governments of China and Japan. To United States Points, Commissioned Officers of the United States Army, Navy, U.S.P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call, to United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points - Missionaries and their families.

INTERMEDIATE SERVICE.

China	10,200 Tons, FRIDAY, 16th June, at 1 p.m.
Persia	9,000, FRIDAY, 4th Aug., at 1 p.m.

The U.S. CHINA will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on FRIDAY, June 16th, at 1 p.m.

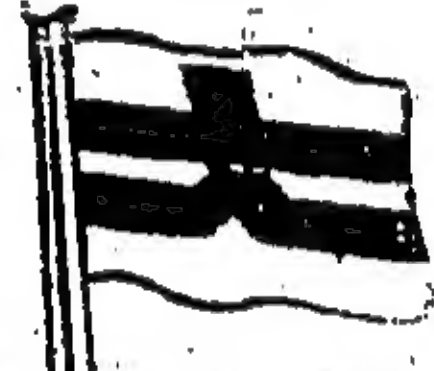
On the Fine MAIL Steamers, CHINA and PERSIA First Class SALOON SERVICE is furnished at Intermediate Rates.

Hongkong to London, via Canadian Atlantic Ports \$243.

Hongkong to San Francisco, via New York \$225.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information, as to Passage and Freight, apply to the Agency of the Company, King's Building (opposite Blake Pier).

FRED J. HALTON, Agent.



OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG--

(SUBJECT TO ALTERATION).

TRANS-PACIFIC SERVICE

Connecting at TACOMA with THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY AND THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO.)

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For	Steamers	Tons (gross reg.)	Leaves
VICTORIA, B.C. & TACOMA via Keelung, Shanghai, Moji, Kobe, Yokohama, Shimizu & Yokohama	MEXICO MARU	6061	Tuesday, 27th June, at 11 a.m.
VICTORIA, B.C. & TACOMA via Keelung, Nagasaki, Kobe, Yokohama, Shimizu & Yokohama	CHICAGO MARU	6182	Wednesday, 12th July, at 11 a.m.

The Co.'s newly built steamers have fair speed. Superior accommodation for steamer passengers situated AMIDSHIPS. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE

For	Steamers	Leaves
ANPING & TAKAO	SHIBETORO MARU	SATURDAY, 17th June, at 4 p.m.
TAMU via SWATOW & AMOY	DAIGI MARU	SUNDAY, 18th June, at 10 a.m.
FOOCHOW, via SWATOW & AMOY	CHOSHUN MARU	WEDNESDAY, 21st June, at 10 a.m.

Fair speed, Superior passenger accommodation. Electric light throughout. First class cuisine.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s local Branch Office at Second Floor, No. 1, Queen's Buildings.

S. HIROI, Manager.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	Tons	To SAIL
MANILA, YAP, MARONN, SAMA, COBLENZ, RAI, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	- Capt. L. Klugkist	(8,750)	SATURDAY, 17th June, at Daylight.
KOBÉ AND YOKOHAMA	PRINZ WALDEMAR, Capt. F. Isacke	(8,000)	About TUESDAY, 27th June.
KUDAT AND SANDAKAN	BORNEO, Capt. F. Sembill	(8,000)	End of June.

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Teletypes.

For further Particulars apply to

Norddeutscher Lloyd, MELOERS & CO., General Agents, Hongkong & China.

Shipping

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
* MANILA	LOONGSANG	SATURDAY, June 17, at 2 p.m.
* SHANGHAI, KOBÉ AND MOJI	YANSANG	WEDNESDAY, June 21, at Noon.
* MANILA	YUENSANG	SATURDAY, June 24, at 2 p.m.
* SINGAPORE, PENANG & CALCUTTA	FOOKSANG	MONDAY, June 26, at 9 p.m.
* TIENTSIN	CHONGSHING	WEDNESDAY, June 28, at Noon.

RETURN TOURS TO JAPAN. (Occupying 24 days).

THE steamers Kutsung, Namsang and Fooksang leave about every 3 weeks for Shanghai, returning via Kobo (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified Surgeon is also carried.

Steamers have superior Accommodation for first-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Choofoo, Tientsin and Newchwang.

Taking Cargo on through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawau, Luakan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., General Managers.

Telephone No. 215.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	CHINWU	June 17, Midnight.
HAIPHONG	SUNGKANG	June 18, at 10 a.m.
MANILA, CEBU & ILOILO	KALPONG	June 20, at 4 p.m.
TIENTSIN	KUTICHOW	June 22, at 4 p.m.
SHANGHAI	ANRU	June 22, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the Saloons. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE. Twin Screw Steamers 'Tan' & 'Taming'. Saloon accommodation amply fitted; extra state-rooms on deck, aft. Saloon accommodation of a 'Kaifong' is situated on deck, aft.

SEANGHAI LINE. FAST SCHEDULE TWIN SCREW STEAMERS—(S.S. Anhui, Chonan, Linan, Chinkun)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in Saloons and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARES:—\$45.00 Single. \$80.00 Return.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

DESTINATIONS	STEAMERS	SAILING DATES
MARSEILLES, LONDON AND ANTWERP, Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	* KAWACHI MARU, Capt. H. Petersen, Tons 7000	THURSDAY, 15th June, at Noon.
	* ATSUTA MARU, Capt. Wm. Thompson, Tons 9000	WEDNESDAY, 21st June, at Daylight.
	* HITACHI MARU, Capt. T. Yamawaki, Tons 7000	WEDNESDAY, 5th July, at Daylight.
VICTORIA, B.C. & SEATTLE, Via KEELUNG, SHANGHAI, MOJI, KOBÉ, YOKOHAMA, SHIMIZU & YOKOHAMA	* INABA MARU, Capt. S. Tomimaga, Tons 7000	TUESDAY, 20th June, at 4 p.m.
	* TAMBA MARU, Capt. K. Noda, Tons 7000	TUESDAY, 18th July, at 4 p.m.
VICTORIA, B.C. AND SEATTLE	* KAMAKURA MARU, Capt. B. Kon, Tons 7000	SATURDAY, 15th July, from KOBÉ.
SYDNEY AND MELBOURNE, Via MANILLA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	* NIKKO MARU, Capt. M. Yagi, Tons 6000	FRIDAY, 7th July, at Noon.
	* KUMANO MARU, Capt. M. Winkler, Tons 8000	FRIDAY, 4th Aug., at Noon.
BOMBAY, via SINGAPORE AND COLOMBO	* CEYLON MARU, Capt. H. Tomwa, Tons 6000	TUESDAY, 27th June, at Daylight.
SHANGHAI, MOJI & KOBÉ	* BINGO MARU, Capt. Parsons, Tons 7000	TUESDAY, 20th June, at Daylight.
KOBÉ & YOKOHAMA	* KITANO MARU, Capt. E. F. Cope, Tons 9000	THURSDAY, 22nd June, 4th.
	* KUMANO MARU, Capt. M. Winkler, Tons 8000	TUESDAY, 4th July, at Noon.

Fitted with new system of wireless telegraphy.

† Cargo only. * Carries Deck Passengers. † Calling at Djibouti.

CHEAPEST SUMMER RATES

BETWEEN HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1st & 2nd Class) AVAILABLE FOR 3 MONTHS.

Yokohama Return	Kobe Return	Moji Return	Nagasaki Return
1st class \$120	\$110	\$100	\$90
2nd class \$80	\$70	\$60	\$50

With Option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailings, etc., apply to

T. KUSUMOTO, Manager.

Regal Boots AND shoes

FOR SALE AT REASONABLE PRICES

THE SAVOY, 3, D'Aguiar Street (opposite Court House).

Illustration of a shoe.

Illustration of a shoe.

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Shipping

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBÉ.

THE Company's Steamship Captain CROCK, will leave for the above places on SATURDAY, the 17th inst.

This steamer has capital accommodation for Passengers, Electric Light, carrier a Doctor and a Stewardess.

For Freight or Passage, apply to

SANDER, WIELER & Co., Agents, Prince's Building.

Hongkong, June 10, 1911.

774

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading at Rangoon, Madras and Mauritius.

THE Steamship LIGHTNING, Captain E. P. SMITH, will be dispatched for the above ports on TUESDAY, the 20th inst., at Noon.

For Freight or Passage, apply to

D. SASSOON & Co., Ltd., Agents.

Hongkong, June 14, 1911.

775

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE Direct, Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ & PORT SAID.

(Taking Cargo at through rates to the BRITISH, to SOUTH AFRICA, FRANKLYN, GUY, RED SEA, BLACK SEA, LEBANON, VENICE AND ADRIATIC PORTS.)

THE Co's Steamship E. FRANK FERDINAND, Captain CROCK, will be dispatched as above on WEDNESDAY, the 28th June, at 2 p.m.

This steamer has capital accommodation for passengers, electric light, and carries a Doctor and a Stewardess.

For information as to Passage and Freight, apply to

SANDER, WIELER & Co., Agents, Prince's Building.

Hongkong, June 10, 1911.

776

PEAS TRAMWAYS COMPANY,

Shipping

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.HOMEWARD PASSENGER SEASON 1911.
PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave Hongkong	Connection Steamers from Colombo to MARSEILLES and LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)		
Steamer	Tons	Leave Hongkong	Tons	Sunday	Saturday	
ARCADIA	7000	June 24	Macedonia	10500	July 23	July 24
DELTA	8000	July 8	Marmora	10500	Aug. 6	Aug. 12
ASSATE	7000	July 22	India	8000	Aug. 20	Aug. 26
DELHI	8000	Aug. 5	Moldavia	10000	Sept. 3	Sept. 9
DEVANIA	8000	Aug. 19	Mores	11000	Sept. 17	Sept. 23
ARCADIA	7000	Sept. 2	Mongolia	10000	Sept. 30	Oct. 6
DELTA	8000	Sept. 16	Mooltan	10000	Oct. 14	Oct. 20
ASSATE	7000	Sept. 30	Malwa	11000	Oct. 28	Nov. 3
DELHI	8000	Oct. 14	China	8000	Nov. 11	Nov. 17

Passengers change steamers at Colombo, and those for BRINDISI transfer also to the Express Mail Steamer at Port Said.
Accommodation in the connecting steamer from Colombo is definitely reserved in Hongkong or at time of booking.Fares to London (including Surtax).
1st Saloon... £71.10 Single, £106.14 Return.
2nd " £48.8 " " £72.12 " "

In addition to the above Mail Steamers the following:-

INTERMEDIATE (Non-Transit) STEAMERS

LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

Steamers	Leave Hongkong	Due London
STUBIA	5900	July 12
STUBIA	5900	July 26
STUBIA	5900	August 9
STUBIA	5900	August 23
STUBIA	5900	September 6
STUBIA	5900	September 20
STUBIA	5900	October 4
STUBIA	5900	October 18
STUBIA	5900	November 1

These Steamers call also at Singapore, Penang, Colombo, and Marseilles.
Fares to London (including Surtax).
1st Saloon... £55.00 Single, £82.10 Return.
2nd " £38.10 " " £57.4 " "

For further particulars Apply to

E. A. HEWETT,

Superintendent.

MESSAGERIES MARITIMES
FRENCH MAIL LINES.FORTNIGHTLY SERVICE TO AND FROM EUROPE,
Via SUEZ CANAL.FORTNIGHTLY SERVICE TO AND FROM JAPAN,
Via SHANGHAI.

For	STEAMERS	CAPTAIN	To Sail
SHANGHAI KOBE AND YOKOHAMA	DUMBLA	X.	June 19, P.M.
MARSEILLES, Via Port	TOKIN,	Costa.	June 20, at 1 P.M.

TRANSFERRING on the Co's Steamers at SHANGHAI for SATURDAY, at COLOMBO for SUNDAY, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.
Through Tickets to London, via Paris, from £27.10 up to £71.10. 20 hours saloon from MARSEILLES to London. Interpreters meet passengers on their arrival in Marseilles.
For further particulars apply toP. THOMAS, Agent,
QUEEN'S BUILDING.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts-Gesellschaft 'HANSA.'

REGULAR SAILINGS FROM JAPAN, CHINA, AND PHILIPPINES,
Via STRAITS AND COLOMBO,
TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and NORTH and SOUTH AMERICAN PORTS.

NEXT SAILINGS FROM HONGKONG

Outward	Home
For Shanghai, Kobe & Yokohama	For Marseilles, Havre & Hamburg
S.S. SYLVIA 19th June	S.S. SCANDIA 23rd June
S.S. HELLOS 20th June	S.S. SITHONIA 26th June
S.S. SPEZIA 1st July	For Havre & Hamburg
S.S. SILEZIA 12th July	S.S. SLAVONIA 8th July
S.S. AMERLIA 28th July	For Rotterdam & Hamburg
S.S. ALESIA 9th Aug.	S.S. BRASILIA 9th July
S.S. SENEAMBIA 25th Aug.	For Havre & Hamburg
S.S. SEVIA 6th Sept.	S.S. SPEZIA 6th Aug.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

PHILIPPINE STEAMSHIP Co.

Steamship	Tons	Captain	For	Leaving Date
RUBI	4,000	A. Crosby	Manila, Cebu & Iloilo	Tuesday, June 20, at 4 P.M.
ZAFIRO	4,000	M. C. Smith	Manila, Cebu & Iloilo	Friday, June 23, at 4 P.M.

For Freight or Passage, apply to

Shewan, Tomes & Co., (General Managers).

Shipping.

THE BANK LINE, LIMITED.

PROPOSED SAILINGS FROM HONGKONG FOR
VANCOUVER, B.C., SEATTLE & PORTLAND (OF.),
via SHANGHAI and JAPAN PORTS.

STEAMER	Tons	CAPTAIN	ON OR ABOUT
LUCERIC	6400	J. MATHIE	30th June.

* Not calling at Shanghai.

To be followed by other steamers of the Company at regular intervals.
The Steamers of the BANK LINE, LTD., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, Central and South America. Will call at AMOY and KEELUNG if sufficient inducement offers.
The Steamers of the Line are of the most modern type, have excellent accommodation for steerage passengers and a limited accommodation for cabin passengers; they are fitted throughout with Electric Light, the "Lucerie" and "Orteric" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Ports. For Rates of Freight or Passage apply toTHE BANK LINE, LIMITED,
KING'S BUILDING, PRINCE CENTRAL.

TELEPHONE No. 780.

INDIAN AFRICAN LINE.

THE FAST MODERN STEAMERS OF THIS LINE AFFORD
THE QUICKEST FREIGHT TRANSPORT FROM THE
ORIENT TO SOUTH AFRICA.

CARGO carried on through Bills of Lading from Hongkong to BEIRA, DELAGOA BAY, DURBAN (NATAL), EAST LONDON, PORT ELIZABETH and CAPE TOWNS with transshipment at COLOMBO.

PROPOSED SAILINGS.

From HONGKONG	From COLOMBO
15th June.	CAMBYSES.....12th July.

For Rates and further information, apply to

THE BANK LINE, LIMITED,
MANAGING AGENTS.

Hongkong, April 1, 1911.

AUSTRALIAN COAL.

STOCKS OF THE FINEST

STEAM COAL, GAS COAL, HOUSE COAL.

From the West Wallsend and Aberdare Mines (New South Wales) always on hand.

For Prices, delivered or ex Godown, apply to

ANDREW WEIR & CO.,
(THE BANK LINE AGENCY)

King's Building, (Fourth Floor).

Hongkong, February 8, 1911.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE

TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE:

CONNECTING with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines for Europe.
PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

Steamer	Tons	Captain	Date of Sailing
* OHIO MARU	21,000	W. W. GREENE	Friday, June 30, Noon.
* AMERICA MARU	11,000	A. G. STEVENS	Friday, July 21, Noon.
* TENYO MARU	21,000	E. BEST	Friday, July 28, Noon.
* NIPPON MARU	11,000	H. S. SMITH	Friday, Aug. 18, Noon.

* Triple Screw, turbine engines. * Twin Screw.
All steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.
The Triple Screw Steamer OHIO MARU will be despatched for SAN FRANCISCO, via KEELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA and HONOLULU, on FRIDAY, the 30th June, at Noon.

SOUTH AMERICAN LINE:

(In connection with NATIONAL RAILWAY OF MEXICO AT MANZANILLO)

Only Regular Direct Service to Mexican, Peruvian and Chilean Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

Steamer	Tons	Captain	Date of Sailing
HONGKONG MARU	11,000	H. HOSOKAWA	Saturday, June 17, Noon.
KIYO MARU	17,200	H. NISHI	Tuesday, Aug. 15, Noon.
HUO MARU	10,500	K. HAMMOTT	Saturday, Oct. 14, Noon.

The Steamer "HONGKONG MARU" will be despatched for VALPARAISO and CORONEL V. MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO & IQUIQUE, on SATURDAY, the 17th June, at Noon.
FARES FROM HONGKONG:
to SAN FRANCISCO.....£ 45.00, Single
" NEW YORK.....£ 60.00, " "
" LONDON.....£ 71.10, " "
" VALPARAISO.....£ 125.00, " "
" SALINA CRUZ or MANZANILLO.....Yen. 430.00, Single
" VALPARAISO.....Yen. 570.00, "SPECIAL Rates (first-class only) are granted to the undermentioned and their families when travelling at their own expense.
To European Points—Officials of any European Naval, Military, Diplomatic, Consular or Civil Service located in Asia, European Officials in the Services of the Governments of China and Japan.
To Canadian and United States Points—Commissioned Officers of the United States Army, Navy, and U.S.A. Consular Officials stationed at ports of call.
To all Points—Missionaries and their families.
(These concessions apply to San Francisco line only.)
These magnificent steamers are most up-to-date and luxurious in every way. Excellent Cuisine and Accommodation.
The "TENYO MARU" and "OHIO MARU" are fitted with Turbine Engines and Triple Screws. Records speed 21 knots.
Through Bills of Lading issued to North, Central and South American Ports.
For further particulars as to Passage and Freight apply toK. MATSUDA, Local Manager,
KING'S BUILDING (Opposite Blake Pier).

Hongkong, January 27, 1911.

S. HANDA.

JAPANESE MASSAGIST

2nd FLOOR,
No. 60, QUEEN'S ROAD CENTRAL,
HONGKONG.
Near the Post Office.
Hongkong, April 22, 1911.

PREACHING THE GOSPEL

JAPAN AND TIBET.

By Prof. E. H. PARKER
On Sale at the China Mail Office
4, Wyndham Street.

Price.....10 cents

Shipping.

THE EASTERN & AUSTRALIAN

MAIL SERVICE

TO AUSTRALIA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	June 2.	June 24th, at Noon.
ALDENHAM	June 16.	July 8th, at Noon.
EMPIRE	June 30.	July 22nd, at Noon.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars, apply to

GIBB, LIVINGSTON & CO.
Agents.

Hongkong, November 2, 1903.

HONGKONG—NEW YORK.

AMERICAN ASIATIC S. S. CO.



FOR NEW YORK, via PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST).

S.S. DACRE CASTLEon or about 21st June, 1911.

For freight and further information apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, May 30, 1911.

LEA & PERRINS SAUCE

gives a delightfully appetizing flavour to all Meat Dishes.

Fish, Soup, Game, Cheese, Salad, &c., and assists digestion.

The original & genuine WORCESTERSHIRE

Notices to Consignees

SWEDISH EAST ASIATIC CO. LTD.

NOTICE TO CONSIGNEES.

THE Steamship NIPPON, having arrived. Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, where delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 20th June will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 20th June, at 9.30 A.M.

All claims must reach us before the 23rd of June, 1911, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

OLOF WILK & CO.
CHINA AGENCIES AKTIEBOLAG,
Agents.

Hongkong, June 13, 1911.

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Notices to Consignees

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship FOKK, having arrived. Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, where delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 20th June will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th June, at 9.30 A.M.

All claims must reach us before the 24th of June, 1911, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD
MELORENS & CO.,
General Agents.

Hongkong, June 14, 1911.

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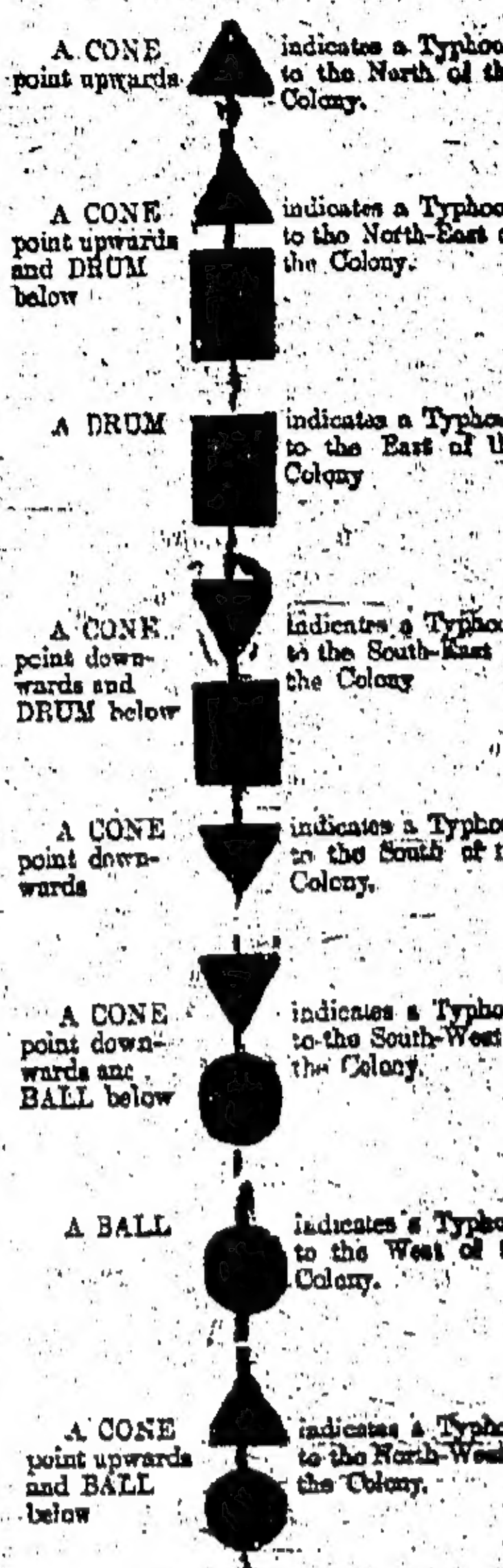
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TYPHOON SIGNALS.

STORM WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

The following Typhoon signals are hoisted on the mast in front of the Water Police Station, Kowloon, the Harbour Office, the Kowloon Godown, H. M. S. Andar, and Green Island signal mast.



Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

URGENT SIGNALS.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signals will be made at the Water Police Station, and repeated at the Harbour Office:-

I. Three Lights Vertical, Green, Green, Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green, Red, Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red, Green, Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

The Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNING.

For the benefit of Native, Craft, and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Hook, Aberdeen, San Hui Wan, Stanley, Sai Kung, Cape Collinson, Sha Tin, Tai P.

This will indicate that there is a danger zone somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the light house.

F. C. FROD, Director.

The Latest

Fuller and

Most Accurate

SHIPPING NEWS

IS PUBLISHED IN THE

'China Mail'

SHIPPING MOVEMENTS

CORRECTED DAY BY DAY.

